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LAA-

(See LOCAL AIRPORT ADVISORY.)

LAAS-

(See LOW ALTITUDE ALERT SYSTEM.)

LAHSO- An acronym for "Land and Hold Short Operation." These operations include landing and holding short of an intersecting runway, a taxiway, a predetermined point, or an approach/departure flightpath.

LAHSO-DRY- Land and hold short operations on runways that are dry.

LAHSO-WET- Land and hold short operations on runways that are wet (but not contaminated).

LAND AND HOLD SHORT OPERATIONS- Operations which include simultaneous takeoffs and landings and/or simultaneous landings when a landing aircraft is able and is instructed by the controller to hold-short of the intersecting runway/taxiway or designated hold-short point. Pilots are expected to promptly inform the controller if the hold short clearance cannot be accepted.

(See PARALLEL RUNWAYS.)

(Refer to AIM.)

LANDING AREA- Any locality either on land, water, or structures, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.

(See ICAO term LANDING AREA.)

LANDING AREA [ICAO]- That part of a movement area intended for the landing or takeoff of aircraft.

LANDING DIRECTION INDICATOR- A device which visually indicates the direction in which landings and takeoffs should be made.

(See TETRAHEDRON.)

(Refer to AIM.)

LANDING DISTANCE AVAILABLE [ICAO]- The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

LANDING MINIMUMS- The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure. The minimum applies with other limitations set forth in FAR Part 91 with respect to the Minimum Descent Altitude (MDA) or Decision Height (DH) prescribed in the instrument approach procedures as follows:

a. Straight-in landing minimums. A statement of MDA and visibility, or DH and visibility, required for a straight - in landing on a specified runway, or

b. Circling minimums. A statement of MDA and visibility required for the circle-to-land maneuver.

Note: Descent below the established MDA or DH is not authorized during an approach unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and adequate visual reference to required visual cues is maintained.

(See STRAIGHT-IN LANDING.)

(See CIRCLE-TO-LAND MANEUVER.)

(See DECISION HEIGHT.)

(See MINIMUM DESCENT ALTITUDE.)

(See VISIBILITY.)

(See INSTRUMENT APPROACH PROCEDURE.)

(Refer to FAR Part 91.)

LANDING ROLL- The distance from the point of touchdown to the point where the aircraft can be brought to a stop or exit the runway.

LANDING SEQUENCE- The order in which aircraft are positioned for landing.

(See APPROACH SEQUENCE.)

LAST ASSIGNED ALTITUDE- The last altitude/flight level assigned by ATC and acknowledged by the pilot.

(See MAINTAIN.)

(Refer to FAR Part 91.)

LATERAL NAVIGATION (LNAV)– A function of area navigation (RNAV) equipment which calculates, displays, and provides lateral guidance to a profile or path.

LATERAL SEPARATION- The lateral spacing of aircraft at the same altitude by requiring operation on different routes or in different geographical locations.

(See SEPARATION.)

LDA-

(See LOCALIZER TYPE DIRECTIONAL AID.)

(See ICAO Term LANDING DISTANCE AVAILABLE.)

LF-

(See LOW FREQUENCY.)

LIGHTED AIRPORT- An airport where runway and obstruction lighting is available.
(See AIRPORT LIGHTING.)
(Refer to AIM.)

LIGHT GUN- A handheld directional light signaling device which emits a brilliant narrow beam of white, green, or red light as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot actions where radio communication is not available. The light gun is used for controlling traffic operating in the vicinity of the airport and on the airport movement area.
(Refer to AIM.)

LOCALIZER- The component of an ILS which provides course guidance to the runway.
(See INSTRUMENT LANDING SYSTEM.)
(Refer to AIM.)
(See ICAO term LOCALIZER COURSE.)

LOCALIZER COURSE [ICAO]- The locus of points, in any given horizontal plane, at which the DDM (difference in depth of modulation) is zero.

LOCALIZER OFFSET- An angular offset of the localizer from the runway extended centerline in a direction away from the no transgression zone (NTZ) that increases the normal operating zone (NOZ) width. An offset requires a 50 foot increase in DH and is not authorized for CAT II and CAT III approaches.

LOCALIZER TYPE DIRECTIONAL AID- A NAVAID used for nonprecision instrument approaches with utility and accuracy comparable to a localizer but which is not a part of a complete ILS and is not aligned with the runway.
(Refer to AIM.)

LOCALIZER USABLE DISTANCE- The maximum distance from the localizer transmitter at a specified altitude, as verified by flight inspection, at which reliable course information is continuously received.
(Refer to AIM.)

LOCAL AIRPORT ADVISORY [LAA]- A service provided by flight service stations or the military at airports not serviced by an operating control tower. This service consists of providing information to arriving and departing aircraft concerning wind direction and speed, favored runway, altimeter setting, pertinent known traffic, pertinent known field conditions, airport taxi routes and traffic patterns, and authorized instrument approach procedures. This information is advisory in nature and does not constitute an ATC clearance.
(See AIRPORT ADVISORY AREA.)

LOCAL TRAFFIC- Aircraft operating in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.
(See TRAFFIC PATTERN.)

LOCATOR [ICAO]- An LM/MF NDB used as an aid to final approach.
Note: A locator usually has an average radius of rated coverage of between 18.5 and 46.3 km (10 and 25 NM).

LONGITUDINAL SEPARATION- The longitudinal spacing of aircraft at the same altitude by a minimum distance expressed in units of time or miles.
(See SEPARATION.)
(Refer to AIM.)

LONG RANGE NAVIGATION-
(See LORAN.)

LORAN- An electronic navigational system by which hyperbolic lines of position are determined by measuring the difference in the time of reception of synchronized pulse signals from two fixed transmitters. Loran A operates in the 1750-1950 kHz frequency band. Loran C and D operate in the 100-110 kHz frequency band.
(Refer to AIM.)

LOST COMMUNICATIONS- Loss of the ability to communicate by radio. Aircraft are sometimes referred to as NORDO (No Radio). Standard pilot procedures are specified in Part 91. Radar controllers issue procedures for pilots to follow in the event of lost communications during a radar approach when weather reports indicate that an aircraft will likely encounter IFR weather conditions during the approach.
(Refer to FAR Part 91.)
(Refer AIM.)

LOW ALTITUDE AIRWAY STRUCTURE- The network of airways serving aircraft operations up to but not including 18,000 feet MSL.
(See AIRWAY.)
(Refer to AIM.)

LOW ALTITUDE ALERT, CHECK YOUR ALTITUDE IMMEDIATELY-
(See SAFETY ALERT.)

LOW ALTITUDE ALERT SYSTEM- An automated function of the TPX-42 that alerts the controller when a Mode C transponder - equipped aircraft on an IFR flight plan is below a predetermined minimum safe altitude. If requested by the pilot, LAAS monitoring is

also available to VFR Mode C transponder - equipped aircraft.

LOW APPROACH- An approach over an airport or runway following an instrument approach or a VFR approach including the go - around maneuver where the pilot intentionally does not make contact with the runway.

(Refer to AIM.)

LOW FREQUENCY - The frequency band between 30 and 300 kHz.

(Refer to AIM.)